
Transportation and Communications Committee

January 5, 2006

Action Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION AND COMMUNICATIONS COMMITTEE. AN AUDIOCASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation and Communications Committee held its meeting at the SCAG office in downtown Los Angeles. The meeting was called to order by the Honorable Harry Baldwin, Chair, City of San Gabriel. There was a quorum.

Members Present

Aldinger, Jim	City of Manhattan Beach
Baldwin, Harry	City of San Gabriel
Beauman, John	City of Brea
Becerra, Glen	City of Simi Valley
Bone, Lou	City of Tustin
Brown, Art	City of Buena Park
Correa, Lou	Orange County
Dale, Lawrence	City of Barstow
Daniels, Gene	City of Paramount
DeLara, Juan	City of Coachella
Dixon, Richard	City of Lake Forrest
Flickinger, Bonnie	City of Moreno Valley
Gabelich, Rae	City of Long Beach
Garcia, Lee Ann	City of Grand Terrace
Gurule, Frank	City of Cudahy
Hernandez, Robert	City of Anaheim
Herrera, Carol	City of Diamond Bar
Joffee, Enid	San Gabriel Valley COG
Lowe, Robin	City of Hemet/RCTC
Lowenthal, Bonnie	City of Long Beach
Marshall, Patsy	City of Buena Park
Mikels, Judy	Ventura County
Moqet, Shenna	Riverside, WRCOG
Pettis, Greg	Cathedral City
Ridgeway, Tod	City of Newport Beach
Roberts, Ron	City of Temecula
Smith, Greg	City of Los Angeles
Stone, Jeff	Riverside County
Sykes, Tom	City of Walnut
Szerlip, Don	South Bay Cities COG
Tyler, Sidney	City of Pasadena
Uranga, Tonia Reyes	City of Long Beach
Wapner, Alan	City of Ontario

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Members Not Present

Adams, Steve
Buckley, Tom
Burke, Yvonne
De Young, Cathryn
Dunlap, Judy
Fasana, John
Gabelich, Rae
George, Gary
Herzog, Peter
Miller, Paul
Millhouse, Keith
O'Connor, Pam
Ovitt, Gary
Ramirez, Rick
Rutherford, Mark
Smyth, Cameron
Spence, David
Talbot, Paul

Riverside, WRCOG
City of Lake Elsinore
City of Los Angeles
City of Laguna Niguel
City of Inglewood
City of Duarte
City of Long Beach
City of Redlands
OCOG
City of Simi Valley
City of Moorpark
City of Santa Monica
San Bernardino County
City of Norwalk
City of Westlake Village
City of Santa Clarita
Arroyo Verdugo COG
City of Alhambra

New Members

Voting Members, Not Elected Official

Casey, Rose

Caltrans

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1.0 **CALL TO ORDER & PLEDGE OF ALLIGANCE**

The Honorable Harry Baldwin, Chair, called the meeting to order at 9:47 a.m.

2.0 **PUBLIC COMMENT PERIOD**

None at this time

3.0 **REVIEW and PRIORITIZE**

4.0 **CONSENT CALENDAR**

4.1 **Approval Item**

4.1.1 Approve Minutes of December 1, 2005

4.1.2 I-405 Major Investment Study Letter of Completion

4.1.3 SB 1024 (Perata) Public Works and Improvements: Bond Measure

Councilmember Carol Herrera, SGVCOG, stated that last months minutes reflected that Councilmember John Fasana, City of Duarte, a member of the TCC. She stated he was no longer appointed to the TCC and had been replaced by Enid Joffe, San Gabriel Valley COG.

Clarification was made the Item 4.1.3, SB 1024 (Perata) Public Works and Improvements Bond Measure was clearly not an ACTION Item; it was an INFORMATION Item to be RECEIVED and FILED.

MOTION was then made to RECEIVE and FILE the Consent Calendar items.
Motion was SECONDED and UNANIMOUSLY APPROVED.

5.0 **ACTION ITEMS**

5.1 Regional Comment on Federal Trade Agreement with Thailand

Nancy Pfeffer, SCAG Staff, gave a briefing on the revised Draft Interim Environmental Review (DIER) of the United States-Thailand Free Trade Agreement (FTA) document. She stated that some of the material within the document was moved up to the front to emphasize the share of high trade that comes through Los Angeles/Long Beach and to make a clear statement about the impacts in the SCAG region.

In Section I of the draft, two points were added; the regional population/population growth and clarification that the goods movement system extends all the way inland, and not just around the ports. In Section II, emphasis was made on the issues of the impacts; the public health and environment, quality of life, infrastructure and other

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related things experienced in the SCAG region. The change that was specifically made was the removing the Ozone Smog Trend chart because the 2004 data did not present SCAG's case as well as the prior years. SCAG has expressed the issue by stating that all the regulation that is being done is getting overwhelmed by the growth the region is now experiencing. Ms. Pfeffer presented two charts from the MATES Study which showed the diesel cancer risk, including and excluding diesel. This study made a few years ago by the SCAQMD reflected the extent and magnitude of risk that is posed by diesel particulate matter emissions. Another area strengthened in the revision is in the infrastructure impacts. Instead of talking about the money to fix overpasses, an argument was put in that the region can attribute about \$300 million per year of highway maintenance funds in Southern California pretty much entirely to the fact that trucks use our freeway system.

In Section III, a couple of additional points were included: 1) regarding the complex and fragmented nature of the Goods Movement System, the decision making about that System, and 2) the lack of funds that we do not have to pay for the infrastructure where Staff inserted the dollar estimates.

The last revision of the DIER strengthened the theme of the SCAG region as a global gateway that serves the rest of the nation. Staff emphasized that as a region we were providing a subsidy to the rest of the nation in terms of health and other impacts that this region is experiencing.

At the staff level OCTA, SANBAG, and RCTC have been involved and are satisfied with the newest revisions. Staff will confirm with MTA and Ventura County that they are also in agreement prior to submittal of the document to the Federal Register on January 6. Ms. Pfeffer then concluded her presentation.

The committee made the following suggestions to Ms. Pfeffer for the final revision of the document:

- For maximum impact the opening paragraphs should start off with what agencies the document is specifically from, the region's expectations, and the solution SCAG has found to fix it.
- The introduction needs to emphasize the percentage of goods that pass through the region to the benefit of the rest of the country vs. those that are self serving in the region. The document should reflect that our concern is not just for what is happening in the SCAG region, but emphasize that as a region we will be serving the rest of the nation
- Under Item 2C, "Commuter rail service often shares the tracks with freight trains making it more imperative to provide sufficient capacity". More emphasis should be put on the fact that the more of this impact they are putting on us, the less ability the region will have to incorporate any new public transportation.

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- In the area of infrastructure improvements, state that even with additional infrastructure improvements it will not adequately address the environmental issues and population growth impact.
- Somewhere in the document stress the fact that there has to be some nexus of federal funding as the region entertains these negotiations. Many trains have to go through the County of Riverside to get to their eastern most destinations and because of the grade separation issues that exist; they need to be fixed in order to move freight effectively from the ports. There is also a need to mention the ancillary counties that have to facilitate the movement of goods through the area.

Ms. Pfeffer agreed with the comments and stated she would include them in the final draft and e-mail the committee members a copy of the revision.

Hearing that, MOTION was made to APPROVE comment for submittal to the Office of the U.S. Trade Representative. MOTION was then SECONDED and UNANIMOUSLY APPROVED.

6.0 INFORMATION ITEMS

6.1 Report on the Subregional Audits

Councilmember Sid Tyler, Chair of the Audit Committee, reported on the status of the Caltrans subregional audits. Councilmember Tyler stated that SCAG has been on the receiving end of quite a number of audits from Caltrans, not all very favorable. Staff has made some extraordinary efforts to get in compliance with those audits. As far as Caltrans and the Feds are concerned SCAG is still a high-risk organization. Through discussions in the Audit Committee, along with staff input, it has been determined that the way to improve the organization's standing is to improve internal controls by ensuring that the entire organization, including the subregions, are following and complying with all federal regulations. To achieve this goal, it has been agreed, with RC's approval, to audit all 14 subregions through the internal audit programs and in combination with Caltrans' audits of the subregions. These audits occur over the balance of this year.

In these audits there are five areas of interest:

- Making sure expenditures are allowable;
- Overhead is consistent with generally accepted accounting principles;
- Contracts need to be consistent with the code of Federal regulations with respect to procurement;

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- Overhead accounting is consistent with the Office of Management and Budget Regulation A-87 which has to with indirect cost allocation, and finally
- Maintaining proper documentation.

Councilmember Tyler said these audits will be done by the end of the year, some by Caltrans and some by the internal auditors. Each audit will be done at the subregional offices; documentation required by auditors will be requested in advance of the visit. The results of the audit when final, and are released, will be shared with Caltrans and Caltrans will share them with SCAG.

In conclusion, Councilmember Tyler stated the Audit Committee would like to see each Subregion with some form of an audit function to look at the kinds of checks and balances to keep auditing problems from occurring. The Audit Committee will be putting together a handout of the essentials for reporting accounting for billing of each of the subregions. Finally, the Committee is trying to schedule (possibly January 18th or 19th) a mandatory meeting of subregional staff who are involved in accounting, reporting, and recordkeeping, to go over the fundamental procedures

6.2 2006 Federal Transportation Improvement Program Status Update

Ms. Rosemary Ayala, SCAG Staff, stated that the current 2006 Federal Transportation Improvement Program (FTIP) that is scheduled for SCAG's adoption in August 2006 must meet five transportation conformity tests:

- timely implementation of Transportation Control Measures (TCM's),
- fiscal constraint,
- interagency consultation and public involvement,
- regional emissions analysis,
- and consistency with the RTP.

The County Transportation Commissions and IVAG are developing their proposed programs. These are due to the California Transportation Commission on January 30th, with adoption by the California Transportation Commission April 27th.

The State Transportation Improvement Program (STIP) is a component of the SCAG RTIP which must be programmed consistent with the adopted STIP as one of the conformity tests for fiscal constraint. The County TIP's are due to SCAG January 9th and the STIP program is under development extending through April so there are concerns of how this program may impact the development of the SCAG RTIP. Staff met with the County Transportation Commission on December 9th and discussed our concerns on regional emissions analysis, timely implementations of transportation control measures, the modeling analysis, etc. The outcome was to handle it with two strategies; if there is a project in the State Transportation Improvement Program

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proposed by one of the commissions that should not be funded, the counties would then come forward and back fill that project with local or federal dollars.

Where that is not possible, the counties would provide us with the worst case modeling scenario so Staff can proceed with its analysis with the least amount of impact to the schedule to obtain the federal approval by October.

If something happens to the 2006-07 State Budget to impact the STIP funding levels the federal agencies have stated that while the region will have a conforming TIP, SCAG may not be able to amend that Federal TIP until we re-demonstrate financial constraint based on revised state budget dollars. Staff has received a letter from Caltrans stating that the likelihood of all these funding sources coming forward is uncertain at this time but the region is committed to work together in the development of the STIP and RTIP and will continue to do so even if there is a need to re-demonstrate financial constraint come October/November of this year.

7.0 MAGLEV TASK FORCE REPORT

None at this time

8.0 CHAIR REPORT

None at this time

9.0 STAFF REPORT

10.0 GOODS MOVEMENT TASK FORCE REPORT

None at this time

11.0 FUTURE AGENDA ITEMS

None at this time

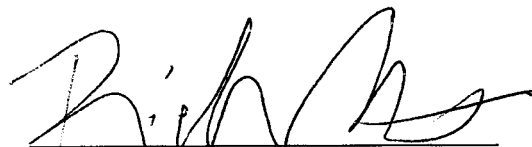
12.0 ANNOUNCEMENTS

None at this time

13.0 ADJOURNMENT

The Honorable Harry Baldwin, adjourned the meeting at 11:40 a.m.

The next committee meeting will be held on **Thursday, February 2, 2006, at the SCAG office.**



Rich Macias, Manager
Transportation Planning Division